No. 25

CAMBRIDGE, MASS., WEDNESDAY, JUNE 26, 1918

Price Three Cents

LY 4TH REGATTA

Institute Crew Will Compete in New England Rowing Association Races- Boston Boat Clubs to Engage

PRACTICE TO BE HELD TODAY

After the relative lull in the Institute activities during the period of final examinations, the Technology Rowing Association has come to the rescue by its announcement of several crew races which have been scheduled for this summer. The Fourth of July will witness the first contest, the annual regatta of the New England Rowing Association, in which the Institute will compete against the West Lynn Boat Club, the Shawmut Boat Club, and other prominent rowing associations, in an eightoar race. The course is laid on the Charles River, over the new survey of the Institute students which was com pleted about two weeks ago. A mile course, and a mile and a half course were plotted out by students under the direction of Professor Hosmer, the courses starting at the Cottage Farm Bridge and ending in front of the Institute buildings.

In addition to the eight-oar race, Tech nology will enter in the doubles, as several of the students have shown con siderable promise in these events. Cups will be given the men of the winning A race on July 13th, with the West

crews in both events of the regatta. Lynn Boat Club at Lynn, has been ar ranged, while others are pending with the Farragut and Union Boat clubs of Boston. The members of the crew will meet for practice this afternoon at 5 o'clock, at the B. A. A. boathouse.

Practice has been held regularly on the Charles, but there has been a lack of men out, considering the large attendance at the summer schools. The junior-freshmen, especially should show great interest in the practice, for it will help to prepare them for the Field Day races next fall. It has been decided to count the crew race as five points in the Field Day score because of the interest which was shown in that event last

The men who have shown the most promise for the crews so far are as fol- mended for promotion. lows: 1, R. Lee '21; 2, B. Sherman '19; '19; 7. Ames '19; 8. P. Hackett '19; Other men who have shown promise are Ives. D. Webster '19, and F. Weiskittel '19.

There are about fifteen men out for the crew at present, but the management expresses the hope to see more men out at the next practice, as some intensive work must be done for the race on the Fourth. Coach Stevens has

has rounded it into pretty good shaps. The officers of the crew are H. J. Daube '19, manager; J. J. Hines '20, assistant manager; E. T. Steffian '21, second assistant manager.

Your common sense will tell you that you cannot buy now all the things you bought before we had a war to win. Your buying must be restricted and Your savings invested in War Savings Stamps.

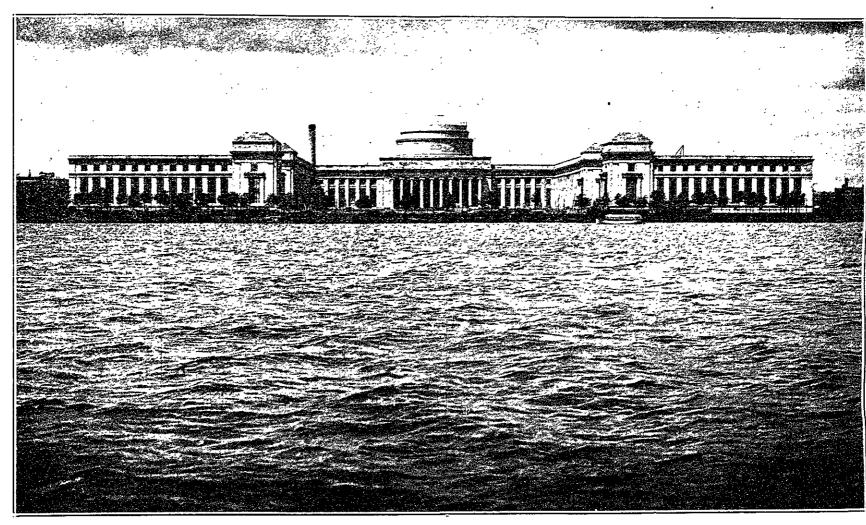
NEWS MEETING

THERE WILL BE AN IMPORTANT MEETING OF ALL MEN CONNECTED WITH THE NEWS DEPARTMENT OF THE TECH IN THE NEWS OFFICE AT 5.40 O'CLOCK, THURSDAY AF-TERNOON, JUNE 27, 1918. NO EXCUSE WILL BE ACCEPTED FOR AB-

War Savings Stamps help provide that "Force, force to the utmost, force without stint or limit, the righteous and triumphant force which shall make right the law of the world," which President Wilson says must be used

Don't wait to be urged to join the W. S. S. army. What if our men in the trenches waited to be urged?

TECHNOLOGY, IN FIGHTING TRIM, SUPPLIES GOVERNMENT'S NEEDS



TECHNOLOGY FLYER SINKS A U-BOAT IN THE NORTH SEA

Aviators Recommended for Promotion After First Success.

Two Greater Boston boys, naval aviators, have been officially credited by the British authorities in charge of the records of the Royal Flying Corps with sinking German submarines by dropping depth bombs while soaring in hydroplanes above the North sea.

Ensign Henry T. Stanley, son of Mr. and Mrs. James H. Stanley of 20 Greystone Park, Lynn, and Ensign Paul Ives of Dedham. Both have been recom-

Word of the success of the Boston 3, J. Falkenberg '19; 4, M. Burroughs aviators was told by Mrs. Stanley. who of the next few days' campaign. The 20: 5 A. Wason 20; 6, N. Murdough received a brief message from her son in which he stated he had been credited Cox., Felsenthal '21; or E. Smoley '19. with a submarine, as well as Ensign

Ensign Stanley was one of the first graduates of the Technology Naval Aviation School and has been in England since February.

Lt. H. F. Fuller, stationed at the Naval Aviation School at the Institute stated he had heard that Ensign Stangiven considerable time to the crew and ley had got a submarine. He said the was the first official report of one of the former Technology cadets getting a sub marine, although he thought it likely that others have been sunk by former Institute students flying over the North sea with English aviators.

Some weeks ago there was an official English report that ten German submarines had been sunk in the North sea by depth bombs dropped from hydroplanes. Mrs. Stanley, from the date of this dispatch, and from the dates of messages from her son, thinks that Ensigns Stanley and Ives were among the aviators who accounted for these subma-

Ensign Stanley was educated at the Lynn High School and worked for S. P Bassett & Co., Boston, as a bond sales-He enrolled in the Technology Naval Aviation School in April, 1917, and after getting his ground work went South and learned to fly. He sailed for the other side January 13, 1918.

He has been stationed with officers of the Royal Flying Corps at various stations along the English coast, engaged in escorting convoys, hunting for enemy submarines and coast defence work.

In one message he stated he had seen four submarines and chased one to cover. This was before he "got one: " rgita's

(Continued on page 4)

Officials Boost Drive Which Ends Friday

The War Savings Stamp campaign has scarcely seemed to be under way, yet the last day has been fixed as Friday, June 28, and neither Technology's Massachusetts's nor America's quota l'as reached the goal set by the Federal Government. Whether this slackness on the part of the people is due to the unwillingness to give, or whether the cause is simply a lack of interest can easily be determined by the results cause for which the War Savings Stamps are being issued must surely be looked upon as a worthy one, if the testimony of the leaders of America is to be believed.

President Wilson says: "Thoughtless expenditures of money for non-essentials use up the labor of men, the products of the farm, mines, and factories, and overburdens transportation. all of which must be used to the utmost and at their best for war purposes."

Samuel Gompers, head of the American Federation of Labor, says: "Dur ing the time when we send our young men to the trenches to live a life that grills flesh and nerve, let every man. woman and child who is privileged to remain in free America in physical safety count it a freeman's duty to eat simple food and conserve for our Army and our allies, to wear simple clothes, to avoid unnecessary or unwisc expenditures, that we may give to our fighting men and the Government and have resources for the constructive work of the country."

(Continued on page 4)

TECHNIQUE 1919 NOTICE

Technique 1919 announces that all members of the Class of 1919 must call at once at the Technique office in the second floor of the Activities Building, 75 Massachusetts Avenue, for assignments for Senior Portfolio pictures. Men on the staff of next year's annual will be in the office daily from 12.30 to 1.30 o'cock to arrange for the pic-Telliki wilayik

7 ITH the coming of summer, most of the large educational institutions of the country either close their doors entirely or maintain a few courses for the benefit of a small number of students. But, with the war conditions extant, the old routine has been materially altered, inasmuch as now the halls of learning are rivalling each other in their attempts to serve the cause of democracy by providing schools for training various branches of Government service, both military and civilian.

Foremost among these patriotic, and to say the least, extremely useful schools, is our own Institute of Technology, "first in war, first in peace," first in all that is serviceable to humanity. There are at present ten Government schools at the Institute, not including the United States Reserve Officers' Training Corps courses which are compulsory for all students, and which prepare them for commissions in various branches of the Army. New schools, new buildings, and new men are continually making their appearance in the "Great White City on the Charles"; people daily remark that they do not understand how Technology has been able to cope with the unusual situation and provide necessities and comforts of life in addition to the intensive but thorough technical training for which the Institute has been noted throughout the fifty-seven years of its existence.

What is doing at the Institute this war-summer gives the passerby on Harvard bridge a new incentive to survey patriotically as well as with sense of esthetic gratification the long line of imposing buildings which have been erected in the name of engineering science on the Cambridge side of the Charles.

line which the new Technology makes, has by now become familiar to all New England. The Institute has been termed the most conspicuous educational institution in this section. No other group of buildings, certainly, is seen by so many people, or with so much pleas-

The scene is one which inspires renewed congratulations to a community whose esthetic development is fast approaching the highest standards of European cities. To the east acress the basin fringed by the trees of the parkway rises Beacon Hill with the crowning State House and over and beyond it the gray obelisk of the Custom House tower.

Just why the further shore of the basin, originally a natural location for industries, has been saved from occupation by a vast row of structures of that inelegant modern factory type most people do not know, and the story is too long to rehearse. Enough for the visitor that the sign of its salvation is the new Technology. Here on a site which the late Professor Desire Despradelle, formerly of the Department of Architecture of the Institute, visionary architect as well as inspired engineer, once declared to be "the most ideal in the world for an educational institution."

The charm of the esplanades on both the restful palaces of scientific learning, sides of the river and of the fine sky-already rid of that air of newness that remains so long with many American structures, now speak to the world of their purpose.

In creamy forms, masked by the growing verdure of the riverway, the educational group stretches away for quite a distance along the Esplanade; then the classic Walker Memorial tells of preparation for the social life of students, alumni and instructors. In the same quiet tonality; with architectual features reminiscent of Florence, President Maclaurin's house nestles in an angle of the dormitories. The old Shoe and Leather Exposition building on the left flank of the Institute grounds, with its impressive dome, is fitting in its architecture, and the tonality is again taken up, toward Cambridge bridge, by the new laboratory building, erected by A. D. Little '85, an alumnus of the Institute and, in architecture, harmonious with the Technology group.

War Uses of Buildings.

Alluringly attractive as are the buildings of the Institute, their esthetic interest is eclipsed at the present time by the service which this school of applied science is rendering to the nation in the emergency of a war for democracy. During the summer all these structures

(Continued on page 3)



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IN CHARGE THIS ISSUE

Carole A. Clarke '21Night Editor

WEDNESDAY, JUNE 26, 1918

PATRIOTISM DEFINED.

RUE PATRIOTISM is an essential virtue, a necessity, in fact, to Tech men today. It should be their life, body and soul. But -what is patriotism? Is it made up of the statements of what you will do, or is it the proud plain-spoken result of what you have been doing and have done for HUMANITY? For patriotism, TRUE PATRIOTISM, is the perfect answer to the call to duty. It is that which responds to this call, and which willingly forces the body to do ALL that is physically possble, in the line in which it is best fitted, because Someone in authority, Someone who knows, commonds its execution. It is the glad adaption of one's will to that of the government (which is really the people), obeying the commands of that government, because they are made for the good of that government, in order that government might live.

Therefore, let us keep in mind Longfellow's words:

"Let us then be up and doing, With a heart for any fate, Still achieving, still pursuing, Learn to Labor and to Wait." and as ourselves. "Am I a TRUE PATRIOT?"

APOLOGY.

The last two issues of the TECH have contained in this column editorials criticising the Management of the Walker Memoiral. These editorials were based upon the information from supposedly reliable sources, but it seems that the information was reliable only in part. The the poorest job in the yard, it is not first of the two in which we argued that the dining service should be rented to private parties for management contained the statements that the electricity used for cooking was furnished free and that the custom to which the dining room operated was extremely fixed and stable. This was untrue. The Dining Service pays the Institute approximately \$900 a month for the electricity it uses, and its custom is subject to severe fluctuations, due to the fact that liberty is sometimes granted an entire flight of aviators without sufficient warning, in which case the food cooked for these men presents a problem. Elaborate precautions however, are taken to prevent waste as far as possible. Accurate daily reports of the number and character of meals served each day are submitted and the data thus collected is used to determine the number of meals to be prepared.

The second editorial stated that the scale of prices at the Walker had forced the Navy Department to raise the mess allowance of the Naval Aviators. This is not true. The mess allowance of the Naval Aviators is adequate and has not been raised. That it is sufficient for the needs of the men is shown by the fact that upon leaving, the men carry with them from ten to fifty dollars apiece, obtained by cashing unused meal books.

Also statement was made regarding an endowment that the Institute had available for making good any deficit incurred by the Dining Service. This proves to be a myth. On the contrary, as shown by the Treasurer's report, the Instittue was obliged to borrow heavily to complete the Walker Memorial and its equipment.

Down in the North End the Italians have raised a banner, stating, "We lead the world in sales of W. S. S." Either these people are more patriotic than the average Technology man, or else they have the advantage of money invested in this way. It's up to you to decide. Anyway, we would advise you to have a few quarters handy on I intend to see the job through and I'l June 28. We have an idea that a lot of tis are going to enlist in the give you a paragraph occasionally." **W.** S. S. army on that day.

LETTER FROM FORE RIVER

The following letter was recently received by THE TECH fro its Fore River correspondent:

First of all let me say that Quincy is mess. The streets seem to be constantly undergoing repairs: the street cars run every half hour-may be-and have a playful habit of jumping the track when one's in a hurry. The jitney busses run on flat tires and in the morning and evening are loaded till they almost bulge. If perchance one ventures to take a trip in one of them, you can inhale a breakfast of garlic and other delicacies of southern and central Europe. Then too, although I regret to confess it, there seems to be a forty inch vacuum so far as good looking girls It is a hard life for us, old man, but what are the odds, I presume that it is all part of the wonderful experience that the shipbuilding committee promised us. We are not actually living in Quincy, but right down on the beach out in North Weymouth. It is the prettiest little spot in God's green world. You know the kind; gentle zephyrs, sea bathing, golden sunsets, etc., adinfinitum. It is perfectly splendid excepting that the cook will have to shake a leg if he wants to keep pace with my appetite. "By the time you get this letter all

fellows, excepting the Summer School crowd will be here; that is, about thirty fellows. There was a slip-up somewhere, because instead of being shipfitters' helpers at 42 1-2 cents per hour, they are passing rivets at 30 cents The fellows do not like it a bit and they are undoubtedly justified in crabbing a little. I called up the big boy at the yard here and asked him about it. He told me that if the fellows didn't like is they could get out and go some place where they could do as they wished He was really very emphatic about it so I crawled into my hole, pulled the hole in after me and decided to forget that I ever saw Technology. Now, I will tell you why I decided that way. In my childish, innocence and youthful glee 1 fondly thought that as valiant pursuers of elusive x's and dy's, etc., we would be favored by the kindly aid of a gentle and motherly employer. You know what I mean—that we would be whisked up to fame and fortune in the elevatori of success; but let me tell you one thing the elevator is not running yet and we all, even Institute men, have to use the splintery, grimy, old ladder that Dad used to talk about. I truly hope that the fellows don't get cold feet. It looks bad you know. We can't always do the same joy-ride pace that has spoiled so many of our promising youths and if we have hit a rough spot down at Fore River it is up to us to either get out and push or go around it -Abe Lincoln's old stuff. For my own part I am quite satisfied; there is a chance to make big money here; if we use our peepers we can see all that we will ever need about actual ship construction; and still further we can learn much about what and what not to do in the operation of a large industrial plant. I understand that after thirty days those of us who stick will be placed in the departments for which we are best fitted and given a more encouraging wage. That is fine, but if a fellow will operate his think tank a little and show that he is a mobile creature and not a vegetable. he will not have to wait. Passing rivets is about hard, but cheap and nasty. I passed rivets just three days, now I am doing something else, but that is all I may say-I cannot divulge the secrets his den in the bosom throbbing under my

filthy overalls. About the yard—I can only describe it as the Jew describes his wife, "fine. fat, big. heavy." There is a plenty of noise, plenty men, lots of muck, and here and there a ship or two. a matter of fact, in the short time that I have been here I have not had the opportunity to give the whole place ? thorough once-over. We only have 30 minutes for lunch and my only chance to look around is 10 minutes of that 30 after I have devoured my frugal repost . • two sandwiches, a piece of cake and half a pint of tea; the sandwiches " so thin that I am tempted to believe that they are subjected to anti-fat treatment. However, such is life in a big shipyard, eh what! There is much of intense interest for me, though, and have noted many things where a slig1. change in the method of operation, or system of management would double aye triple the speed, facility and effi ciency of the process. But I will not bore your learned readers with these sordid details because in the first place they would not believe me, and secondly I intend to use these observations myself some day.

"Well, it seems to me that I have said enough for one column anyhow. My pen is acting like a spider with rheumatism in the legs so I must soon close.



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Technology Bureau University Union 8 Rue Richelieu, Paris TECHNOLOGY'S WAR SERVICE

(Continued from page 1.)

which line the riverway are dedicated directly to war service.

Here in spacious rooms whose original purpose was civil engineering, the Technology School of Military Aeronautics has its barracks, its headquarters and its class rooms. In the Walker Memorial, which in peace times is to serve as an all-Technology clubhouse, there are berthed the young men of the Technology Naval Aviation Detachment. Between these buildings its surface lately levelled and prepared, is one of the drill fields for several thousand men. Behind the Memorial are the fences enclosing the tennis courts, and beyond are the dormitories housing a goodly share of the 600 regular students registered for study in the summer

A busy school, indeed, will be this "West Point of Applied Science" through the months when school and college are normally dull.

One is almost at a loss where to attack this story of the patriotic and useful service of Technology, for the lines of this service have been very diverse The first principle in the whole matter is that modern war utilizes every resource of engineering and scientific knowledge. This war is in fact, as John Ritchie, Jr., Director of the Institute's news service, has brought out, the most tremendous engineering problem that this earth has ever seen.

"Technology," says Mr. Ritchie, "has been teaching engineering for the past fifty years, and has been a most important factor in the advance of methods The demands of enginof teaching. eering include flexibility, for no one knows what the next problem of the engineer may be; the Institute was, therefore, in the beginning both technical and flexible, and this meant much to the Government in Washington, which has found that what was wanted was

Technology Always Ready

How years of preparation have found this Bay State engineering scheme ready to aid the Government in its prosecution of a world war, appears in even the over the basin.

First the call was for a school for military aviators.

In two weeks this was ready for students. Barracks were required; and at once civil engineering gave up its museum and library room, its large auditorium and its draughting room, splendid halls looking out upon the bridge and the river. Here, from that day to this there has been a never tailing supply of Army aviators and numbers of men "Over There," already in the air and taking their toll of the Boches, and. sad to say, paying toll from time to time, all coming from the Technology S. M. A. The men studied in the from a school fitted for the purpose of training they have gone forth raining at Technology.

hat which the Institute was so ready to tains 250 men. the class rooms of general studies. It tions, fighing alongside of the Army.

Avitators Quickly Housed

For the Navy, realizing how well lapartment announcing that the school often brought financial problems. was ready. ant room for the school to develop.

all connected with the Institute, and for they must be ready. a dozen years its establishment had been When the emergency came upon the looked forward to by the Alumni.

the club house over to Uncle Sam, and past twenty years, rushed to fill the gap. here, therefore, are quartered at the In the United States Navy there is pracpresent time as many of the Naval men tically no naval constructor of less than as it will hold. The great banquet hall fifty years of age who is not a Techis dining room for all the groups, includandon Branch London ing the civilian students of the Institute

but the rest of the Memorial is devoted to Naval Aeronautics. The lounging rooms are the administration offices, the galleries of the great hall, the upper rooms and the vast gymnasium at the top of the building are dormitories, while the bowling alley and billiard room are storage places for the dunnage of the sailors.

Late Changes

To provide for the uses of these schools the water front has seen important changes of late. Hardly a day goes by when some new construction does not come into notice. Last winter it was an Army airdrome, a month later it was the clubhouse for Naval men; next it was new barracks for the Naval aviators and now it is hangar and practice shed for the same group. Meanwhile the drill fitted between the educational group and the Walker Memorial has been graded and prepared. A flagstaff here flings the colors of the nation to the breeze, at its foot there has sprouted almost in a night the bandstand from which alternately the music of Army and Navy will be played for the public On the river front itself, supplanting the modest wharf established for the landing of the phantom ship the Bucentaur, that glorious evening of the masque at the dedication, is the new one with berths for a dozen cutters, which during the coming summer will serve to keep the basin alive with aquatic movement.

The pedestrian over the bridge until this spring has aways been struck by the discontinuity of the Technology line down the river

Between the educational structures and the Walker Memorial the ungainly outlines of distant factory structures were all too apparent. Little by little these are losing their oppressiveness, for one after the other in gradations rise the band stand, the clubhouse and the other new buildings to cut other structures from the view or drive them into the background while numerous smaller Government buildings sprung up Aladin-like in a single night, mask the distant views as one passes along Massachusetts avenue.

One hundred and fifty thousand dollars' worth of wooden buildings have been crected for the needs of the aviators, army and navy, to say nothing of slightest sketch of activities of this July the commandeering of the Tech Block opposite the Institute for use as a receiving ship. Here the wide space of four or five acres along the avenue is a drill field early mornings for the newly enlisted men in the Navy, and afternoon it is the scene of many a closely-contested game of baseball be-tween Army and Navy men.

Marine Aviation School

A new aviation school was opened at the Institute last Monday as a branch of the Marine Corps. The course comprises two weeks' training on board the receiving ship "Pavilion," followed by eight weeks instruction at the Technology Marine Aviation School in the laboratories and class rooms facing the Walker Memorial. The majority of the river and the Grand Court, they drilled candidates are college men, adthough on Tech Field, they rested on the cool men familiar with gas engines are also grass of the parkway by the basin, and accepted. Men between 20 and 30 years old and under 165 pounds are eligible those of athletic build being preferree. During the present summer Twenty-five men are to enter every two arge squads of them will be undergoing weeks from the receiving ship with the rank of Gunner's Sergeant. The school Next it was the Navy that asked for will expand at this rate until it con

furnish, and through the pleasant weeks | On completing their course here the of last summer the school for naval aviators wil be sent South to Miami, ensigns was homed in the other wing or where they will learn to fly, scout, re-Institute that faces the river. The connoiter and give battle. After staybarracks of the men were in the pylon ing there about a month the men will earing the name of Newton, they slept be commissioned second lieutenants and in the rooms devoted to the department sent across to the front, where they drawing, and listened to lectures in will confine themselves to land opera-

was a happy summer for these men, but Thus Technology is fostering one more he space needs of the school became too weavon with which to defeat the Hun rreat for Technology with its other and she looks to her graduates to swell its ranks.

The Fruit Of Preparedness

"Wonderful Technology" was the title horatories and instructing staff fitted of a striking article which Rollin Lynde the requirements of embryo aviators, re- Hartt wrote in the first year of the quested the Institute to establish a century, describing the alertness of varischool for it, and this was done. Three ous departments to keep in advance of lays was the time that President Mac- current scientific progress. Technology 'aurin required from the receipt of the men now have a right to point to the request to the telegram to the Navy de- value of this progressiveness which has

This was to be a large For twenty-five years, for example, school and one demanding the use of the Institute has maintained almost the laboratories, while the ensigns did not, only school of naval architecture in the so the latter group was moved to Har country. With the decline of Ameriard, where at the time there was abund-can shipbuilding there was compara tively little demand, except in England, Just in the nick of time, when the for men with this training, but the In-Naval aviators were knocking at the stitute said. "There will infallibly come loor the Walker Memorial was finished. a time when there will be a need in the This was to have been a club house for United States for naval architects, and

country the whole output of the Insti-It seemed a patriotic duty to turn tute, half a dozen men annually for the

(Continued on page 4)



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TECHNOLOGY'S WAR SERVICE

(Continued from page 3)

nology man with his degree from the In stitue, and as for draughtsmen, the Institute has already furnished no less than 150 of the kind of men that were the most needed.

It was the same way in aviation; Technology knew that men with a knowledge of aerodynamics would infallibly be necessary for teachers and constructors. This was five years ago, and Technology established the courses and fitted up its modest laboratory with a wind tunnel and balance. This apparatus, enlarged to meet future needs, will be the equipment of the new laboratory when the war is over, but meanwhile the laboratory that has been built is the airdrome for the military stu-

All this, however, is only part of the story of Technology's 1918 co-operation with the Government. These schools, fronting on the basin, are but a portion of the schools that Technology has orfanized and maintained for the service of the nation. Hundreds of men have gone forth from the schools for deck officers at Technology and thousands from the chain of schools organized by Dean Burton of the Institute for the United States Shipping Board, while from the schools for engine room officers managed by Professor Miller, hundreds of men have been prepared, so that the fast forming merchant marine will not lack officers. Intensive schools in naval architecture, special work in radio engineering and courses at government suggestion in sanitation and health administration are other pertinent features, all focussed on the point of instant service to this country in the time of need.

Routine Work Kept Up

Perhaps the most remarkable thing is the "business as usual" part of the program. The fundamental purpose for which the Institute was established, to make competent engineers out of promising material, has not thus far been neglected. All these items of co-operation with Uncle Sam that have been named may be termed extra duty; and carrying this load of instruction work the Institute has not forgotten its duty FREE MARINE ENGINEERING towards its own regular students.

Thus it has maintained its registration, thus it began its year with a loss in the student body of only ten per cent. against fifty to sixty in other colleges, and thus it has just given degrees to 275 Seniors, or eighty per cent. of the normal number. It has speeded up its courses so that half of these men were in the country's service six months ago, and has so arranged its courses that its next graduation of Seniors will be in

W. S. S. CAMPAIGN

(Continued from page 1)

Theodore Roosevelt says: "Of course the primary factor in deciding this war s and will be the Army. But there can be no great army in war today unless a great Nation stands back of it. The most important of all our needs is immensely to strengthen the fighting line at the front. But it cannot be permanently strengthened unless the whole Nation is organized back of the front. We need increased production by all. We need thrift and the avoidance of extravagance and of waste of money upon non-essentials by all. We need the investment of our money in Government securities by all of us.

"The Government, through the war-savings campaign, offers the opportunity to every individual in the Nation to join in a great national movement to secure these ends. This is the people's war. The responsibility for the Government rests on the people as a whole. The Army is the people's Army. It can be supported only if the people invest in the securities of the Government, and this investment by the people should be as nearly universal as possible. All the men, all the women, and half the children of the land should be active mem-

to make our people realize their trips to China and Perusolidarity and mutual interdepend. "For short distances, s ence and to make them understand that the Government is really theirs. our different race stocks into one great unified nationality. It is emphatically a movement for nationalism and pat-

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Let all of us join in this riotism, movement. of the United States, of the country's most prominent labor man, and of the

"wielder of the big stick." And the burden of their testimony is that it is the duty of everyone to save to the utmost that there may be more money, labor, and materials for the Government with which to fight the war. It is unusual to find such agreement from so many

different quarters. Is more testimony needed?

INSTITUTE MAN SINKS U-BOAT

(Continued from page 1)

Ensign Ives is a son of Mr. and Mrs Archier Ives of 167 Court street, Dedham. He enlisted in the Naval Aviation service April 16, 1917, and was sent to Pensacola, Fla. He received his commission as an ensign after qualifying as a flier and on January 13, 1918, sailed for overseas service.

WELCOME TO OUR MIDST

THE TECH is in receipt of the first issue of the Alma Mater, the new monthly publication of the American University Club of China, published May 6, 1918, and sent by William A. ("Happy") Adams, who was graduated from Technology in civil engineering with the Class of 1908. Adams is now in the real estate and building business with the China Realty Company of Shanghai, in which city the Union is located. He is active in the Union, being on its executive committee and also one of the editors of the Alma Mater. From the latter we learn that the membership in the club has grown from 204 to 350 during the year, which is an indication of the rapid growth of American interests in China and of the constantly increasing number of Chinese who have been educated in America and are returning to China for their life work. The great increase in membership is also an indication that American business, educational, missionary, medical and other interests are seeing the importance of sending specially trained men to the foreign field. This is a matter of great importance if America is to hold her own in the field of world activities and reconstruction that is to follow the war. China is now sending more than 100 of her best young men and women to the United States each vear for educations, so it is but fitting and proper that America should reciprocate by sending men to work in China of equal educations and abilities.

SCHOOL WILL OPEN JULY 1

The National headquarters of the istration had to do with it. Shipping Board Recruiting the Boston Customhouse announced last a boiler, heat is produced. This heat is night that the 10th Free Marine Engin- required in order that the engine may eering School for training officers for the new merchant marine will open on July kind requires energy. Food used or 1 in the Dickinson High School Building Jersey City. N. J. Engineers, firemen. energy to maintain the normal heat of oilers or watertenders who can qualify the body and to do its work. Work will be admitted at the same time to the board's Free Marine Engineering that which requires muscular or mental School at Technology. Application for exertion, but also involuntary exertion the latter school may be made to the

Edward F. Miller of the Institute. he board's training ship will be sent this morning to the Hawley School of Engineering for an intensive two-weeks' in the body, the burning takes place course and will then be ready for sea very slowly and in every tissue, instead service. American citizens between 21 of in one central place. The value of and 30 are urged to volunteer for free food is determined by the amount of entraining for fireroom positions in the ergy it yields to the body; and it also new merchant marine. Many have all has a building and regulating function. ready enrolled at the Customhouse.

F. HANDLEY-PAGE THINKS THAT OCEANIC FLIGHT IS POSSIBLE

Machine Must Travel 100 Miles an Hour Day and Night

Airplane trips from England to America are quite feasible by use of a machine traveling day and night at the rate of 100 miles an hour, declared F. Handley Page, inventor of a type of machine named for him, in a recent statement to the representative of the Daily Express.

Canada congratulating me on the construction of a machine to travel to and from America," continued the inventor, It must not be forgotten that the ca-"but I have no such machine on hand.

"The trip would be from Ireland to kinds of food. savings campaign offers them the 1700 miles. An alternative journey to If there is any one at Tech who could thance to be active members. This America would be via the Azores. On employ a stenographer afternoons durcampaign means the encouragement of the steady 100 miles an hour basis you ing July and Argust, please communitarily and production. But it means can compute all the long-distance runs attended with H. M. Schleicher, Room 5-301. New York, via Newfoundland, being

occur : in-you; including week end

For short distances, such as London to Manchester, I am not inclined to think that airplanes will take the place Therefore, it is a movement to fuse all of railways unless in case of pressing urgency. A comfortable first-class carriage of a fast train will continue to be a more usual course of travel.

"The airplane has a great advantage of speed, but it has severe handicaps Here is the testimony of the President in the way of wind and fog and other adverse climatic conditions.

"I do not think that after the war wealthy men will take up private motorcars. Few people can afford private yachts, and a pleasure airplane would be as expensive as a yacht.

"There is no such thing as perpetual safety in the air, and this is bound to have an effect on the average man. 1 am speaking, of course, of the immediate future only. In the 'long results of time' there are infinite possibilities in the evolution of aviation.

"There is an immense future for aircraft as aids to the world's prosperity. but what I call the tourist idea of 'round the world in 40 hours' leads nowhere and means nothing.

"In the course of time bigger machines will be built with more powerful engines to direct them, but I can see no immediate prospect of turning out airplanes that will carry as many passengers as ocean liners. We must continue to beware of hot air in airplane prophecies."

TECHNOLOGY REMEMBERED IN WILL OF WILLIAM H. AMES

The will of William H. Ames of North Easton, filed recently in the Probate Court by Hon, Daniel F. Buckley, one of the executors, makes numerous bequests. To the trustees of the Ames Memorial Hall Association is left \$10,000 and to the trustees of the Oakes Ames School Fund of North Easton such a sum as will bring the income of the fund to \$3500 a year.

His sisters and other relatives are also remembered and part of the estate goes to Technology on the death of the last child of Lillian Ames Chatman. The other executors, besides Mr. Buckley, are Mrs. Ames and the Old Colony Trust Company of Boston.

WHAT IS A CALORIE?

Since food conservation has become a vital factor in carrying on our war against Germany, the layman has encountered in his reading the new word calorie. This word, which formerly appeared only in scientific journals, now jumps at once from the daily papers, from the magazines, agricultural and trade press. In a way, the Food Administration is partly responsible for the increased use of the word, and, as a result, has received letters from all parts of the country asking, "What is a calorie?" Some people have gone so far as to suggest that it is the name of a new breakfast food, while in one instance, inquirer stated that he had heard it was a new type of explosive discovered by the War Department, and wanted to know what the Food Admin-

when fuel is thrown on perform its work. To do work of any burned in the human machine produces done by the body comprises not only such as the beating of the heart, the ex-Boston Headquarters or to Professor pansion of the lungs. etc. The chemical process within the body which trans-Seventy-five engine apprentices from forms our food into energy is similar in nature to the process which takes place when fuel is burned over fire-though,

It was necessary that a unit be established for measuring tht amount of heat produced when food was completely burned. The unit chosen or universally adopted as the unit for measuring fuel value or energy value for any kind of food is called the calorie. It represents the same principle in measuring as the inch or foot, the unit of measuring length; the pint or gallon, the unit of volume: and the ounce or oound, that of weight.

The calorie is the amount of heat required to raise the temperature of 1 kilogram of water 1 degree C., or 1 pound of water approximately 4 degrees

F. Our requirements of food, so far "I have received a cablegram from as the amount is concerned, can therefore be expressed in the number of calories needed for each person per day. lories must be derived from the proper

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Spies and Lies

German agents are everywhere, eager to gather scraps of news about our men, our ships, our munitions. It is still possible to get such information through to Germany, where thousands of these fragments -often individually harmless-are patiently pieced together into 2 whole which spells death to American soldiers and danger to American

But while the enemy is most industrious in trying to collect information, and his systems elaborate, he is not superhuman—indeed, he is often very stupid, and would fail to get what he wants were it not deliberately handed to him by the carelessness of loyal Americans.

strangers, any news of troop and transport movements, of bits of gossip as to our military preparations, which come into your possession.

Do not permit your friends in service to tell you—or write you
—"inside" facts about where they are, what they are doing and

Do not become a tool of the Hun by passing on the malicious, disheartening rumors which he so eagerly sows. Remember he asks no better service than to have --

spread his lies of disasters to and sailors, gross scand Cross, cruelties. ops, drunkenness a. .

RO BE

Do not discuss in public, or with wice in the Expeditionary Force, and other tales certain to disturb American patriots and to bring anxiety and grief to American

and to bring anxiety and grief to American parents.

And do not wait until you catch some one putting a bomb under a factory. Report the man who spreads pessimistic stories, divulges—or seeks—confidential military information, cries for peace, or belittles our efforts to win the war. belittles our efforts to win the war.

Send the names of such persons, even if they are in uniform, to the Department of Justice, Washington. Give all the details you can, with names of witnesses if possible—show the Hun that we can beat him at his own game of collecting scattered information and putting it to work. The fact that you made the report will not become public.

ou are in contact with the enemy
", just as truly as if you faced him
s No Man's Land. In your hands
vo powerful weapons with which to
im—discretion and vigilance. Use

INFORMATION ON. D. C. George Creel, Chairman The Secretary of State
The Secretary of War
The Secretary of the Nat

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